AMENDMENTS TO THE CLAIMS

1. (Previously presented) A windscreen deflector assembly for an automotive vehicle having a passenger compartment extending between opposing side walls and a rear end, wherein the passenger compartment includes front seats and rear seats, said windscreen deflector assembly comprising:

a flexible membrane element;

a first cross member having a transversely extending beam fixedly secured to an end of the membrane element, the first cross member also having side members extending from respective opposite ends of the beam;

a second cross member operatively coupled to the vehicle between a retracted position disposed along the rear end of the passenger compartment and a use position disposed between the front and rear seats of the passenger compartment, the second cross member having a transversely extending cross bar and a pair of legs extending from respective opposite sides thereof;

a linkage having a pair of first and second links arranged as a four-bar link connecting the side members of the first cross member and the legs of the second cross member and operatively coupled between the first and second cross members so that the first cross member is carried by the second cross member during movement between the retracted and use positions, whereby the first cross member in the use position is spaced above the second cross member such that the membrane element extends between the first and second cross members to form a generally upright windscreen portion and further extends between the second cross member and the rear end of the passenger compartment to form a generally horizontal cover portion covering the rear seats of the passenger compartment.

2-5 (Canceled)

6. (Previously presented) A windscreen deflector assembly as set forth in claim 1, wherein a portion of at least one of the side members of the first cross member and legs of the second cross member is offset transversely to accommodate articulation of the linkage as the first and second cross members are moved between the retracted and use positions.

7. (Previously presented) A windscreen deflector assembly as set forth in claim 1 including a rod having one end pivotally coupled to the vehicle and an opposite end pivotally coupled to one of the first and second links.

8. (Previously presented) A windscreen deflector assembly as set forth in claim 1, wherein the legs are pivotally coupled to the vehicle for movement of the second cross member between the retracted and use positions.

9. (Previously presented) A windscreen deflector assembly as set forth in claim 1, wherein each side member is generally S-shaped to define an inner portion that extends orthogonally from the beam.

10. (Original) A windscreen deflector assembly as set forth in claim 9, wherein each side member is generally S-shaped to define an outer portion that is spaced transversely from the

inner portion defining a space between the side member and the leg to accommodate the linkage therebetween.

11. (Original) A windscreen deflector assembly as set forth in claim 1 including a spool rotatably coupled to the vehicle, the spool adapted to be fixedly secured to a second end of the membrane element, the spool being continuously rotatably biased so the membrane element is wound about the spool as the first and second cross members are moved to the retracted position.

12. (Previously presented) A windscreen deflector assembly as set forth in claim 1, wherein the beam and the cross bar remain substantially parallel as the first and second cross members articulate between the retracted and use positions.

13. (Previously presented) A windscreen deflector assembly as set forth in claim 1, wherein the beam is adjacent the cross bar in the retracted position.

14. (Currently amended) A windscreen deflector assembly for an automotive vehicle having a passenger compartment including front seats and rear seats, said windscreen deflector assembly comprising:

a flexible membrane element, a first cross member, and a second cross member;

the first cross member having a transversely extending beam fixedly secured to an end of the flexible membrane element and side members extending from respective opposite ends of the transversely extending beam;

the second member having a transversely extending cross bar and a pair of legs extending from respective opposite ends of the transversely extending cross bar;

a pair of first and second side links arranged as a four-bar link connecting the side members of the first cross member and the legs of the second cross member;

wherein both the first and second cross members have a retracted position with at least one of the first and second cross members disposed adjacent the rear end of the passenger compartment and a use position with both first and second cross members positioned between the front and rear seats with one of the first and second cross members spaced substantially above the other of the first and second cross members, such that in the use position the membrane element extends between the first and second cross members to form a generally upright windscreen portion and further extends between the lower of the cross members and the rear end of the passenger compartment to form a generally horizontal cover portion covering the rear seats of the passenger compartment.

15-18 (Canceled)

19. (Previously presented) A windscreen deflector assembly for an automotive vehicle having a passenger compartment extending between opposing side walls and a rear end, wherein the passenger compartment includes a front seat, said windscreen deflector assembly comprising:

a flexible membrane element;

a first cross member having a transversely extending beam interconnected with an end of the membrane element, the first cross member also having generally parallel and spaced apart

side members extending substantially orthogonally from opposite ends of the transversely extending beam;

a second cross member having a transversely extending cross bar operatively coupled to the vehicle for movement between a retracted position with the cross bar disposed along the rear end of the passenger compartment and a use position with the cross bar disposed behind the front seat of the passenger compartment, the second cross member also having generally parallel and spaced apart legs extending from opposite ends of the transversely extending cross bar, the legs being pivotally coupled to the vehicle for movement of the second cross member between the retracted and use positions;

a linkage having a pair of first and second links arranged as a four-bar link connecting the side members of the first cross member and the legs of the second cross member and operatively coupled between the first and second cross members so that the first cross member is carried by the second cross member during movement between the retracted and use positions.

20-22 (Canceled)

23. (Original) A windscreen deflector assembly as set forth in claim 19, wherein the cross bar in the use position is disposed between the front seat and a rear seat of the passenger compartment.

24. (Previously presented) A windscreen deflector assembly as set forth in claim 1 including a cover coupled to the vehicle with the first and second cross members between the

retracted and use positions, wherein the cover in the retracted position overlies the first and second cross members.

25. (Previously presented) A windscreen deflector assembly for an automotive vehicle having a passenger compartment extending between opposing side walls and a rear end, wherein the passenger compartment includes front seats and rear seats, said windscreen deflector assembly comprising:

a flexible membrane element;

a first cross member having a transversely extending beam fixedly secured to an end of the membrane element, the first cross member also having side members extending from respective opposite ends of the beam, each of the side members being generally S-shaped to define an inner portion that extends orthogonally from the transversely extending beam;

a second cross member operatively coupled to the vehicle between a retracted position disposed along the rear end of the passenger compartment and a use position disposed between the front and rear seats of the passenger compartment;

a linkage operatively coupled between the first and second cross members so that the first cross member is carried by the second cross member during movement between the retracted and use positions, whereby the first cross member in the use position is spaced above the second cross member such that the membrane element extends between the first and second cross members to form a generally upright windscreen portion and further extends between the second cross member and the rear end of the passenger compartment to form a generally horizontal cover portion covering the rear seats of the passenger compartment.

26. (Previously presented) A windscreen deflector assembly as set forth in claim 25, wherein each side member is generally S-shaped to define an outer portion that is spaced transversely from the inner portion defining a space between the side member and the leg to accommodate the linkage therebetween.

27. (Previously presented) A windscreen deflector assembly as set forth in claim 25, wherein the second cross member includes a transversely extending cross bar and a pair of legs extending from respective opposite sides thereof.

28. (Previously presented) A windscreen deflector assembly as set forth in claim 27, wherein the linkage includes a pair of first and second links arranged as a four-bar link connecting the side members of the first cross member and the legs of the second cross member.

29. (Previously presented) A windscreen deflector assembly as set forth in claim 27, wherein a portion of at least one of the side members of the first cross member and legs of the second cross member is offset transversely to accommodate articulation of the linkage as the first and second cross members are moved between the retracted and use positions.

30. (Currently amended) A windscreen deflector assembly as set forth in claim 28 including a rod ~~extending between~~ having one end pivotally coupled to the vehicle and an opposite end pivotally coupled to one of the first and second links.

31. (Previously presented) A windscreen deflector assembly as set forth in claim 27, wherein the legs are pivotally coupled to the vehicle for movement of the second cross member between the retracted and use positions.